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REPORT

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REFERENCES

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1. ship was in the port of Kovda (N 66-41, E 32-51) from 24 May to 5 June 1954. While enroute to the port in the White Sea [redacted] vessel followed a course some distance off the Kandalakshskiy coast. It took a bearing on Turiy Head (N 66-33, E 34-31) and on the Stolbovyye Skerries (N 66-41, E 33-47); it then set a course straight for Tolstik Point (N 66-44, E 32-57). The ship passed just off shore on the south side of Dristyanoy-Baklysh Island (N 66-43, E 32-59). There was no construction on this island except for a light mounted on a square wooden frame. From this point the vessel took bearings on two channel markers at Shirokaya Bay (N 66-42, E 32-50) until it picked up the channel markers at Tolstik Point. The ship then proceeded to anchor approximately at the point at which a depth of 6-NV is indicated on Admiralty Chart No. 2277 (1947). 25X1
2. On Malyy Mikkov Island (N 66-42.5, E 33-00) [redacted] an old unused pilot house. No other construction was observed on the island. The small islands between Malyy Mikkov and Ovechiy Island (N 66-42, E 32-54) were uninhabited. On Ovechiy Island there were many one-and two-story barrack-type buildings but there did not appear to be any windowpanes in any of the buildings. 25X1
3. The pilot arrived at the anchorage in a tugboat at 1600 hours. He was accompanied by a woman from the health commission and the city manager. The pilot followed the channel markers to the loading area on the north side of Oleniy Island (N 66-44, E 32-50). There was a five-foot tide differential in Kovda Sound (N 66-42, E 32-51).
4. The loading quay is located inside a number of shoals. (See Sketch of Kovda) When a ship proceeds to the quay it must first turn so its bow faces toward the open water. This is accomplished by heading the bow into a sawdust pile on the east side of the quay and turning from that position. If a ship is loaded while pointed in the opposite direction, tugboats must help it turn and proceed out of the area.
5. The loading operations at the quay began at 0700 and lasted until 1800, and occasionally one of the crews worked until 2200 or 2400 hours. Most of the quay workers were women. [redacted] the women worked at the sawmill when there were no ships in the harbor to be loaded. [redacted] the women employees lived in

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the area permanently, because he recognized several women he had seen in 1953.

6. Immediately east of the quay there is a small bay which was being filled with sawdust. [] this filling was being done to eventually permit the building of a quay over the bay. 25X1
7. The quay is a wooden construction built on piles, and it is approximately 500 to 600 feet long. The harbor reportedly has an 18-foot depth, but the pilot said that a ship could load to a depth of 19 feet. [] vessel loaded to a depth of 17 feet, 8 inches. The ship lay at the eastern end of the quay, as the western part was occupied by large lighters. 25X1
8. The loading was accomplished by means of a stationary crane which consisted of a wooden post and boom with a block and tackle erected on a wooden foundation. The crane drum was powered by electricity but the swinging of the boom was accomplished by hand.
9. West of the loading area there is a stone beach about 500 feet long; farther west there is a small quay approximately 100 feet long. This quay was used by a tugboat and a patrol craft. The tugboat drew an estimated seven or eight feet, and it was able to proceed alongside the quay at both high and low tides. The quay's construction was similar to the timber quay.
10. The timber piles are located in the area southwest of the loading quay. From the quay several roads lead to another road which runs parallel to the timber quay. The main road from the quay passes over the parallel road right through the sawmill area and then in the direction of a group of buildings just beyond.
11. The road parallel to the timber quay leads to the smaller quay and to the sawmill itself. On the incline down toward the small quay there are two large warehouses on the east side of the road, and there is an office building on the west side. The warehouses are one-story structures with windows. [] flour sacks stored in the building nearest the quay. The office building is a two-story house. All offices handling shipping matters are located on the second floor. There are also offices on the first floor, probably those dealing with the administration of the sawmill. [] 25X1
[] 25X1
12. The sawmill is located a short distance southwest of the office building. It consists of one large and several smaller, separately fenced buildings with guards at the entrances. [] 25X1
[] The logs are moved to the sawmill by means of a small channel from the west or southwest side. At low tide the channel is nearly dry. There are separate gates in the fence around the sawmill for logs and timber. The entire sawmill area is surrounded by a fence, [] there is only one entrance to the area. This entry-exit point is patrolled by an armed guard. There are no living quarters inside the fenced area. Outside there are some houses located to the east, but most of the houses are located to the southwest. 25X1
13. One small tugboat was stationed at Kovda. It was used to move logs and assist lighters. It was also used to transport persons to the city of Kovda. No scheduled ferries visit the loading area on Oleniy Island.
14. There was one patrol boat stationed in Kovda. [] an impressive craft resembling a yacht. The boat went in and out of the harbor frequently. The crew consisted of four or five men in naval uniforms. There was a small antiaircraft gun on the forward edge of the pilot house, and the boat flew a naval flag. [] a smack in Kovda which [] had been used as the harbor patrol boat. 25X1
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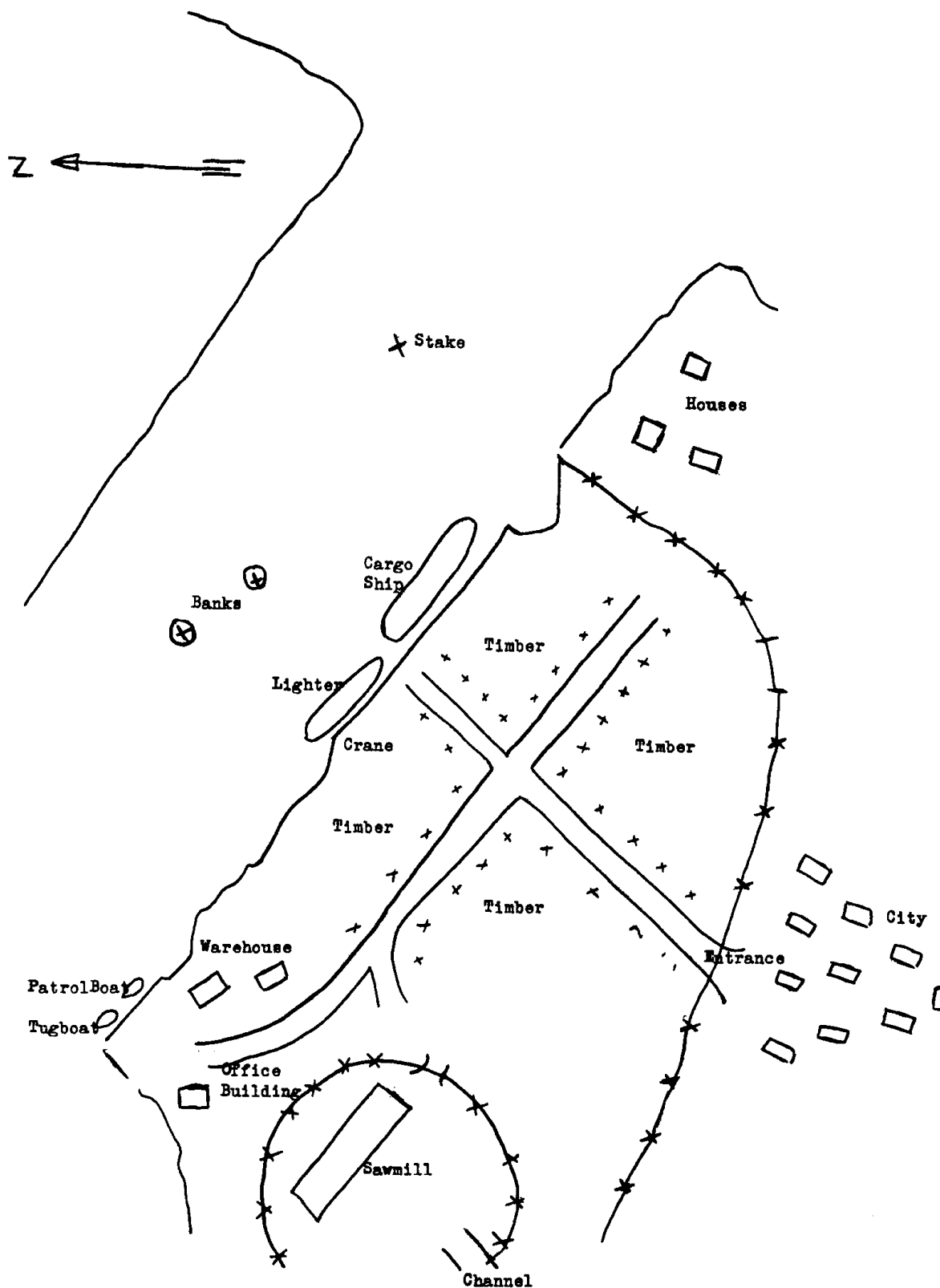
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Sketch of Kovda:



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